

# Hawaiian Gazette.

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WHOLE No. 2329.

## LIBERAL ON LABOR

### Hawaii's Needs Are Known to the Department.

(Special Correspondence.)

WASHINGTON, D. C., Oct. 20.—Labor matters have the center of the stage here at the present time and the prospect is that there will be much hard work done by the advocates of the continuation of Chinese restriction for ten years more, before the meeting of Congress. The trend of opinion is that there will be no change in the policy after all though there is a hard fight against the re-enactment of the old Geary law.

Meantime Hawaii has come before the Commissioner of Labor in several ways recently. There has been a protest received from Attorney William Haywood, formerly consul general at Honolulu, in which charges of too great severity are made against Joshua K. Brown, the immigrant inspector. It is alleged that he has been unduly harsh in his examination of Japanese who come to that port, and that many of these people who should have been permitted to land have been kept out of the country. The charges are allegedly made by Honolulu parties, but the department here has always refused to give them any credence or weight, as Mr. Brown is well and favorably known here and, no one believes that he would be a party to any plan to keep intending settlers out of the country.

Since the arrival here of Secretary Cooper he has been anxiously engaged in the looking into the various matters which pertain to the welfare of the Territory, and among these is the question of labor. He had interviews with Assistant Secretary of the Treasury Taylor and Mr. Powderly, and addressed a letter to the Secretary upon the subject. Secretary Powderly has transmitted a long and interesting letter to the Collector at Honolulu, inclosing one from the Assistant Secretary in charge of this division of affairs, and commenting upon it. Mr. Powderly calls attention to the statements of Mr. Cooper and as to the scarcity of labor for the plantations of the islands and then says:

"It is not intended, however, that there shall be a relaxation in the enforcement of the immigration laws in the Hawaiian Islands, unless Congress enacts legislation for that purpose."

The letter of Secretary Taylor is as follows:

October 6, 1901.  
Hon. Henry E. Cooper, Secretary of the Territory of Hawaii, Washington, D. C.

Sir:—Pursuant to our talk of recent date with regard to immigration to the Territory of Hawaii, and in reply to your letter of the 3rd instant, addressed to the Honorable Secretary of the Treasury, I beg to say that the Department is quite fully advised as to the labor conditions in your Territory, and is desirous of rendering any aid in its power to supply the demand for labor there.

No unnecessary obstacles will be thrown in the way of aliens other than Chinese, who desire admission to the Territory. Of course the immigration laws must be enforced, and persons not eligible to admission must be excluded. The conditions there, however, make it apparent that all able-bodied persons desiring employment can secure it, and those applying for admission, even though possessed of little money, may safely be admitted, as there is no danger of their becoming public charges so long as they are able to work and labor is in such active demand.

The immigration authorities at Honolulu have received proper instructions and will, I am sure, admit all persons who are clearly entitled to admission. The paying of fare for an alien well ordinarily looked upon as a suspicious circumstance tending to create the impression that there may be a contract expressed or implied, is not, however, conclusive evidence, and if satisfactory testimony can be adduced that there has been no violation of the contract law, applicants are entitled to admission, providing they do not belong to the excluded classes.

The Department regards the Territory of Hawaii as one of the important possessions of the government, and will in all proper ways be glad to encourage its industries.

Respectfully,  
H. A. TAYLOR,  
Assistant Secretary.

#### Will Seek New Fishes.

STANFORD UNIVERSITY, Oct. 21.—Dr. C. K. Gilbert, head of the department of zoology, has been appointed to take charge of the deep sea investigations of the United States Fish Commission in the waters surrounding the Hawaiian Islands. Dr. Gilbert will leave for the islands about December 1 on the Government ship Albatross, the best equipped vessel in the world for deep sea investigation. The work in which he is about to engage is a continuation of the investigations made during the summer by President Jordan and Dr. Jenkins.

James Jackson, a Scotchman of Cambridge, Mass., was suspended from the Second Reformed Presbyterian church because he took the oath of allegiance to the United States. The pastor of the church says the constitution is immoral.

## CIRCUS ARRIVES AT HILO.



## THREATENED ANNIHILATION OF BEET SUGAR INDUSTRY

NEW YORK, October 21.—The annihilation of the sugar-growing industry of the whole country is threatened by the American Sugar Refining Company. Not only has the attack been made directly against the beet sugar-growers, an industry that is thriving now in thirteen states, but the growers of sugar cane in the South must face bankruptcy if the present schemes of the sugar trust are carried out.

The plan is to abolish the protective system, to admit sugar free of duty and to turn over to the sugar trust and its associates the whole business of refining and distributing sugar.

To remove the duty on sugar, protection that has started an industry which now supplies half, and in time will supply the whole country's demand, would enable the trust to crush out competition and put into the pockets of its owners the greater part of the sums it now pays in duty to the United States Treasury. The trust's champions estimate that the sum to accrue to the people (the trust) would be more than \$5,000,000 each year, and home industry would be blotted out.

No evidence that the annihilation of the beet-sugar industry of the country was threatened came to light until today, when a circular was published which showed conclusively that this was the trust's idea. The circular was issued by Willett & Gray, whose business it is to collect statistics of the sugar-refining trade. This publication recommends the abolition of duties on all sugar, and makes special references to Cuba and the cost of sugar in Cuba. It was the general opinion in the sugar trade that the abolition of the duties by Congress, where the fight will undoubtedly come, will make it impossible for farmers to grow sugar beets profitably. The immediate effect would be to turn over to the refiners of sugar the whole industry, free from the aggressive competition of the growers of sugar beets.

The circular was considered one of the boldest attempts ever made to prove by figures that the public, instead of the sugar trust, would save \$5,000,000. Nothing is said of the certainty that the beet sugar industry would be killed, and that all sugar, instead of only half of it now and all of it later, would be imported and that the entire trade, including importation and refining, would be turned over to the trust.

The circular concludes as follows: "Remove the duty and the whole \$4,981,999 will accrue to the public. On October 8th the quotation for Cuba centrifugal sugar, 96 per cent test, free on board Cuba, was 1.35 cents per pound, and the duty on the same amounted to 1.65 cents per pound, which is equivalent to 86 per cent ad valorem."

From the circular it will be seen that sugar in Cuba sold for about 1.35 cents a pound on October 8th. Prices are now the lowest on record. The duty is 1.65 cents. The cost of refining, including the margin of profit to the sugar trust as resulted to before the legislative committee, is half a cent a pound. This makes a total of 4.15 cents a pound. But the refiners now, except where there is competition of beet sugar in the Middle West, are charging more than 5 cents a pound.

Freighters to Come Regularly.  
Arrangements for a regular freight communication with Seattle have been made by the Globe Navigation Company of that city. Hereafter the steamers of the line will leave Seattle regularly on the 10th of every month. The company is able to operate its vessels at a very small expense, their coal consumption being comparatively small, and their expenses for crews also being low, as not many men are required.

For these reasons it is possible for the company to bring freight from Seattle to this port at a rate of \$1.25 per ton cheaper than it is done by other companies. It will also bring freight from San Francisco at the same rates as are charged by sailing vessels from that port, and as the steamers are able to bring it in less time than the sailing vessels, this is an advantage which it is likely will not be overlooked.

L. E. Beebe, the agent of the line in Honolulu, has received advices from Seattle that the two next steamers to arrive have already procured full cargoes for this port. The first of the steamers to arrive here will be the Tampico, which leaves Seattle on November 10.

SPRECKELS' MAIL CONTRACT.  
What Congressman Loud Tells the Coast Press.

Hon. Eugene F. Loud, on his return to San Francisco from the Colonies, said:

"I found that there was a little prejudice down there against the Oceanic Steamship Company, the result of

## CZOLGOSZ REFUSES TO DROP ANARCHY FOR RELIGION

AUBURN (N. Y.), Oct. 22.—Leon F. Czolgosz, the assassin of President McKinley, who is awaiting electrocution in the prison here during the week commencing next Monday, fully realizing that his death is now a question of a few days, has asked for spiritual consolation, and this afternoon received a visit from Rev. T. Szardinski, a Polish priest of the Roman Catholic Church.

Czolgosz' request for a priest of his own nationality was made known to Warden Meade in the morning. Father Szardinski, who is pastor of St. Stanislaus' Church, Rochester, was in this city, and was asked to visit the prisoner. This afternoon he went to the prison, and remained there about an hour.

The interview between the priest and the prisoner proved very unsatisfactory to both. It took place in the condemned man's cell, and the conversation was carried on in Polish. During the interview Czolgosz said that he had been baptized in the Roman Catholic faith in the Polish church in Detroit. He had abandoned the church early in life, and had lost all faith in its teachings.

Father Szardinski urged him to renounce his belief in anarchism and return to the faith of his early years. Czolgosz declared his inability to do so, and he was informed that unless he could the consolation of the church would be denied him. The priest urged the condemned man to consider the matter carefully, and told him that if at any time he decided to re-embrace the faith he would return from his home in Rochester and stay with him until the end. Father Szardinski, before taking his departure, left with Czolgosz some Catholic literature printed in Polish and also some emblems of the church. Czolgosz assured Father Szardinski that in case he determined to accept the offices of religion he would send for him, but he did not hold out much hope that he would renounce the doctrines of anarchism.

Warden Meade and Superintendent Collins, at their conference in Albany yesterday, arranged all the details and fixed upon those to be invited to witness the execution. The law requires that invitations be sent out three days before the date of execution, and the law will be lived up to in the present instance.

Much Sugar for H. A. Co.  
It is understood that the Hawaiian-American Steamship line has procured the contract for shipping sugar around the Horn to New York from H. Hackfeld & Co., T. H. Davies & Co., Alexander & Baldwin, F. A. Schaefer & Co., H. Waterhouse & Co., and Grinnell & Co. On Maui, Alexander & Baldwin have been appointed agents of the line, so, of course, nearly all their sugar will go by the steamers.

The steamers have done excellent work while they have been running, and it is now practically assured that the sugar shipped in them will reach New York in seventy days, while a sailing vessel cannot be depended on doing this in less than 100 days. This is the principal reason why these firms prefer the steamers, and are renewing the contract, which gives the big liners \$8,000 tons to carry each year for two years. This exceeds the first contract by 39,000 tons.

On the other hand, Brewer & Co. and Castle & Cooke will continue to send their sugar by sailing vessels, using the Tillamook, Hawaiian Isles and others. Besides these, the Acme, a fine new American ship, at present chartered by the Standard Oil Company, will come here from Yokohama to engage in the same trade.

The King and Redvers Buller.  
NEW YORK, Oct. 23.—According to the London correspondent of the Tribune, the King has taken great interest in the controversy about the Lady-smith hellograms, which has been carried on without intermission since Sir Redvers Buller made his unfortunate speech a fortnight ago. Mr. Brodrick was summoned to Balmoral to give His Majesty the War Office view of the affair and the return of the court to London was marked by the official announcement that Sir Redvers had been relieved of the command of the First Army Corps.

Suit Over an Airship.  
NEW YORK, Oct. 23.—The Paris correspondent of the London Times and the New York Times says M. Santodumont's airship has occasioned a law suit. A. M. Lemaitre, whose property at St. Cloud adjoins M. Deutsch's yard, complains that the liquids used in the preparation of gas permeate the soil, damage the streets and produce noxious exhalations. Consequently he has begun a suit against M. Deutsch. It is argued, however, that either M. Santodumont or the Aero Club is responsible.

Latest Sugar Prices.  
NEW YORK, Oct. 24.—Sugar—Raw, steady. Fair refining, 3 5-16c; centrifugal, 95 test, 3 7-8c; molasses sugar, 3 1-8c. Refined was steady. Crushed, 5.60c; powdered, 5.20c; granulated, 5.10c.

## MADE PLANS LONG BEFORE

### Schley Threshed Out Battle Order.

WASHINGTON, D. C., Oct. 21.—The fact that Admiral Schley was to give his testimony brought a great audience to the Navy Yard today to hear the proceedings before the court-martial. The number was so great that not all could hear the proceedings. The early morning session was devoted to corrections of testimony and some new incidents of the campaign from Lieutenant Commander C. H. Harlow, Admiral Barker, Capt. H. C. Borden and Capt. Charles E. Clark of the Oregon. There was little of note in this testimony.

There was a flutter of excitement when the name of Rear Admiral Schley was called. When he took the stand and after giving his name and rank, he was requested by Mr. Rayner to give his conduct of the campaign in narrative form. He began by telling of the particulars of his taking command of the flying squadron at Hampton Roads, where, he said, "The general plan of campaign was threshed out."

He said that the captains of his squadron had diversified views, and he resolved to take the helm himself. The question of torpedoes in the fleet was early discussed and he decided the manner in which they should be cared for. Continuing, he said:

"I put this squadron immediately upon a war footing, established the matter of pickets and patrols, and also the masking of lights, which were under inspection on several occasions to ascertain how effective and complete it was. At first there was some fault. Later, I am glad to say, the masking was absolutely complete, so that it was impossible, when the ships were under way, in the column or in line of battle, to distinguish anyone at more than ordinary distance from it."

He had, he said, explained it would be impossible to arrange a general plan of battle, but he had explained to his commanders that in a general way it was his idea to attack the leading ship of the enemy attacking us, and concentrate the fire upon her. "My reasons for this," he continued, "were twofold, the first being the moral effect upon the enemy, and the second the confusion it would create. The older plans for naval attack were to attack the center or rear of any enemy's fleet, which would result in the escape of some of the enemy's vessels. I felt that if we got the head we would get the whole. I think the plan was indicated by the result of the battle some six weeks or two months later," he said, concluding this point.

He then related the details of the cruise to Key West and his meeting there with Admiral Sampson.

"The Admiral was very much worried," he said, "and necessarily so because his responsibility had been great. He showed me a number of orders, one of which was for a division of the two squadrons, one to take the north and the other the south coast of Cuba, and he to have the preference."

## EQUIPMENT OF NAVAL VESSELS

WASHINGTON, Oct. 22.—Increased efficiency in our big naval guns must be looked for from the use of heavier projectiles and the production of powder possessing high ballistic qualities, rather than an increase in the weight and dimensions of the guns themselves, says Rear Admiral Charles O'Neill, chief of the Naval Bureau of Ordnance, in his annual report. The latest types of guns are so large and heavy, he says, that it is inadvisable to make an increase in either respect, and the bureau now will restrict itself to developing lighter projectiles and powder of greater energy. The only material change in the system of gun construction last year was a provision that guns of and above six inches in caliber for greater safety shall have an inner and outer tube, instead of a solid forging, as heretofore.

Admiral O'Neill believes that the ordnance equipment of United States naval vessels is fully up to the highest standard maintained abroad for vessels of corresponding age and class, and says he knows of no guns afloat, or soon to be put afloat, equal in energy to those manufactured for the United States Navy.

Admiral O'Neill believes that the subject of submarine boats is being given undue prominence. If these boats are shown to have any value, he says, it will be as an adjunct to the system of coast defense. They cannot and will not, he continues, take the place of naval vessels of regular type, or render a less number necessary.

Submarine boats, he says, have not yet emerged from the experimental stage.

The use of torpedoes on large vessels has been practically discontinued, no provision having been made for them in the latest battleplans and cruisers.

Admiral O'Neill says that the latest armor contracts are extremely advantageous to the government, the price being lower than that paid abroad, and the armor being the best that can be produced.

The estimates accompanying the report aggregate \$10,902,000, the largest items being for armor and armament, \$5,000,000, and navy yard plants and ammunition, \$2,102,000.